

Date: December 19, 2001  
W.I.: 12110  
Referred by: POC  
Revised: 01/30/02-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated December 14, 2001.

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RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3434

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21<sup>st</sup> Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Sharon J. Brown, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on December 19, 2001.

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**Regional Transit Expansion Policy Criteria Evaluation Matrix**

**INSERT**

**Excel document located in**

**J / Section / Allstaff / Resolut / Resolutions/  
MTC Resolutions / RES-3434-Att-A sheet 1.xls**

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## **Resolution No. 3357 Criteria: Definitions and Measurement**

### **Financial Criteria:**

Honor 1876 commitments: Priority assigned to those projects of the original seven “Tier 1” Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.  
*Rating: “Yes” or “No”*

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.  
*Rating: “Yes” or “No”*

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.  
*Rating: “Yes” or “No”*

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.  
*Rating: “High”: Greater than 50%; “Medium”: 30% to 50%; “Low”: under 30%*

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.  
*Rating: “Yes” or “No”*

### **Performance Criteria:**

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.  
*Rating: “High”: urban or urban core/CBD; “Medium”: suburban; “Low”: rural or rural suburban, as measured below:*

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Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: “Cost per new rider”, measured as dollars per new rider (shifting from auto to transit; not transit to transit).

*Rating: “High”: \$0 - \$15/new rider; “Medium”: \$16 - \$30/new rider;  
“Low”: over \$30/new rider*

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: “transit user benefits” that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.

*Rating:*

*A. Number of Connecting Operators: “High”: 5 or more; “Medium”: 3 to 4; “Low”: 1 to 2*

*B. Frequency: Peak Period Headways: “High”: 10 minutes or less; “Medium”: 20 minutes to 11 minutes; “Low”: Greater than 20 minutes*

*C. Gap Closures: “Yes” or “No” for completion of a major closure in the regional network.*

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options

*Rating: “High”: 4 or more; “Medium”: 3; “Low”: 1 to 2*

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.

*Rating: “High”: corridor evaluation+environmental analysis+preliminary design and engineering; “Medium”: corridor evaluation+environmental analysis; “Low”: Sketch planning or corridor evaluation only.*

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**Regional Transit Expansion Policy: Recommended Program of Projects**

PROJECT	COST (millions of 2001 \$)	2001 RTP
BART: Fremont to Warm Springs	\$634	X
BART: Warm Springs to San Jose	\$3,710	X
MUNI Third Street Light Rail: Phase 2-Central Subway	\$647	X
BART/Oakland Airport Connector	\$232	X
Caltrain Downtown Extension/Rebuilt Transbay Terminal	\$1,885	X
Caltrain Rapid Rail/Electrification	\$602	X
Caltrain Express: phase 1	\$127	X
Downtown to East Valley: Light rail and Bus Rapid Transit: Ph. 1&2	\$518	X
Capitol Corridor: Phase 1 Expansion	\$129	X
AC Transit Oakland/San Leandro Bus Rapid Transit: Ph. 1 (Enhanced Bus)	\$151	X
Regional Express Bus Phase 1	\$40	X
Dumbarton Rail	\$129	
BART/East Contra Costa Rail Extension	\$345	\$95 for right of way
BART/Tri-Valley Rail Extension	\$345	\$80 for right of way
Altamont Commuter Express (ACE): service expansion	\$121	
Caltrain Express: Phase 2	\$330	
Capitol Corridor: Phase 2 Expansion	\$284	
Sonoma-Marin Rail	\$200	
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	\$90	
TOTAL:	\$10,519	

**RTEP Studies (funded outside of the RTP)**

PROJECT	COST (millions of 2001 \$)
Napa/Solano Passenger Train Study	\$0.4
BART:30 <sup>th</sup> /Mission Station Study	\$0.5
San Francisco Geary Corridor Major Investment Study	\$0.6
TOTAL: RTEP Studies	\$1.5

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# **INSERT MAP**

**RTEP  
Recommended Rail Expansion Projects  
MTC/pb—11/01)**



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# **INSERT MAP**

**RTEP  
Recommended Express and Rapid Bus Routes  
MTC/pb—11/01)**

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**Regional Transit Expansion Policy – Funding Strategy**

**INSERT**

**Excel document located in**

**J / Section / Allstaff / Resolut / Resolutions/  
MTC Resolutions / RES-3434-Att-C sheet 1.xls**

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### **Definitions and Assumptions of Regional Discretionary Funding**

- Federal Section 5309 New Starts: estimate for the 25-year RTP period totals \$1.266 billion. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.
- Regional Measure 1 Rail Reserve: estimate for the 25-year RTP period totals \$176 million, net of existing commitments to the BART Warm Springs extension. These funds from the base \$1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream.
- Interregional Transportation Improvement Program: estimate for the 25-year RTP period totals \$473 for the Regional Transit Expansion projects; other ITIP funding is assumed for highway and other projects. This funding assumes a state focus for urban rail projects, plus additional funds to reflect the state's Intercity Rail Plan elements for the Capitol Corridor, and potential High Speed Rail related interests. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.
- Federal Section 5309 Bus Discretionary: estimate for the 25-year RTP period totals \$138 million for the Regional Transit Expansion projects, after assigning \$89 million to defray transit capital shortfalls for existing transit system bus replacements for Muni, Golden Gate, and Vallejo Transit. The estimate is based on the region's recent historical average in obtaining these discretionary funds, which are subject to appropriation by Congress.
- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge (the second half of the current \$2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit

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expansion projects—and is estimated over the 25-year period of the RTP to total \$500 million based on debt financing; \$360 million of this amount is being assigned to the Regional Transit Expansion program of projects.

- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. \$50 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

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## **Terms and Conditions**

### **General Terms**

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.
2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts and Bus, Regional Measure 1 Rail Reserve, ITIP, AB 1171, and CARB/AB 434) are capped at the amounts shown in Attachment C in 2001 dollars. Escalation adjustments will be made at the time funds are secured or allocated, except for bridge toll funds that are shown in year-of-financing dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources.
3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP, such as ACA 4 (Proposition 42 on the March 2002 state ballot) or county sales tax measures. New funding sources also could be used to offset cost increases for projects already included in the RTP.
4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

### **Specific Conditions**

1. Section 5309 New Starts – The region's first priority for federal New Starts funds is the BART extension to San Francisco International Airport until such time that the project receives its final appropriation from Congress, currently expected in 2006. Thereafter, the BART Warm Springs to San Jose extension and the Muni Central Subway project will share equal priority.
2. Section 5309 Bus – Phase 1 of AC Transit's Oakland/San Leandro Bus Rapid Transit: Phase 1-Enhanced Bus project will be the region's first priority for federal discretionary bus funding. The Section 5309 Bus commitment will be reduced by up to \$44 million if a like amount of Alameda Measure B Tier 2 funds become available for the Phase 1 project, and these federal bus funds will be redirected to the AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur. The Commission also will support up to \$89 million in Section 5309 funds for bus replacement projects for Muni, Golden Gate, and Vallejo Transit to fund capital shortfalls for these operators identified in the 2001 RTP, consistent with the project readiness and need for funds of the AC Transit enhanced bus projects.
3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA); are contingent upon the availability of excess toll revenue net of Caltrans debt service; and are not available for programming until completion of the toll bridge seismic retrofit program, currently scheduled for 2007. The balance of these funds not committed in Attachment C will be reserved as follows: \$100 million reserved for the north connector and weave correction components of the I-80/680 interchange project, and \$40 million for other congestion relief improvements in the Northern Bridge group—Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael — corridors. Should AB 1171 funds exceed \$500 million, the next increment up to \$60 million will also be reserved for Northern Bridge group corridor improvements. The next increment above the \$60 million will be distributed evenly between the BART/East Contra Costa Rail Extension and BART/Tri Valley Rail Extension projects, not to exceed \$25 million each, in addition to the sums stipulated in Attachment C. Any increment above these amounts will be allocated at the discretion of the Commission.
4. BART to Warm Springs – The ITIP commitment to this project will be reduced by up to \$80 million if a like amount of Alameda Measure B Tier 2 funds become available for this project.

5. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warm Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA “lien” is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA’s bus service levels have not achieved, or later fall below, a 600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC’s Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

6. BART/Oakland Airport Connector – The Commission expects that BART will give first priority for any surplus operating revenue from this project to be used to defray operating costs of new BART-administered rail services in the Livermore and Antioch corridors.
7. Caltrain Downtown Extension/Rebuilt Transbay Terminal – (1) This project is included in the RTP contingent upon written assurance from Caltrans that the transfer of state-owned property necessary to finance the project will occur administratively in a timely manner. (2) The project sponsor’s financial plan assumes that \$475 million in tax increment and net operating revenue generated from the new Transbay Terminal will be available to help defray the capital cost of the Caltrain Downtown Extension project. Should such revenues be lower than expected, back-up funding for the Caltrain extension must be provided by the Peninsula Corridor JPB according to a formula to be negotiated by its member agencies. (3) The ITIP commitment to the project will be reduced by \$59 million if a rollover of San Francisco’s sales tax measure is approved.
8. Caltrain Rapid Rail/Electrification: The distribution of sales tax and STP/CMAQ/STIP Track 1 funds that represent funding contributions of the three Peninsula Corridor JPB agencies for the electrification project may be renegotiated by the JPB, and a new distribution submitted to MTC for inclusion in the funding plan for the project. The ITIP

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commitment to the project will be reduced by up to \$65 million if a like amount of funding is secured from the California High Speed Rail Authority.

9. Dumbarton Rail – This project can advance into the RTP upon funding and approval of an operating and maintenance agreement by the affected counties.
10. BART/East Contra Costa Rail Extension – The regional discretionary funds committed in Attachment C are for a commuter rail connection to the existing BART line (such as eBART), a BART extension in the Route 4/Antioch corridor, or for access improvements to existing BART stations in the corridor. The costs shown are for the eBART proposal. If right-of-way costs are lower than \$95 million, the savings shall be applied to rail construction costs in the corridor.
11. BART/Tri-Valley Rail Extension – The regional discretionary funds committed in Attachment C are for a commuter rail connection to the existing BART line (such as tBART), a BART extension in the I-580/Livermore corridor, or for access improvements to existing BART stations in the corridor. The costs shown are for the tBART proposal. If right-of-way costs are lower than \$80 million, the savings shall be applied to rail construction costs in the corridor.





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Planning and Operations Committee

DATE: December 7, 2001

FR: Executive Director

W.I.:

RE: Resolution No. 3434: Regional Transit Expansion Program of Projects

Resolution No. 3434 presents the recommended final Regional Transit Expansion program of projects, developed under the policy guidance of Resolution No. 3357. The draft recommended program was presented to the Planning and Operations Committee on November 9, 2001, and was released for public review and comment. Resolution No. 3434 presents the final program through four attachments, as follows:

Attachment A: Criteria Evaluation: presents a summary assessment of the recommended projects against the financial and performance criteria established under Resolution No. 3357.

Attachment B: Program of Projects: presents the final recommended listing of projects, including maps.

Attachment C: Funding Strategy: details the financial strategy for the individual projects.

Attachment D: Terms and Conditions: stipulates requirements for regional discretionary funding, attached to both revenue sources and individual projects.

The remainder of this memorandum outlines the key features of the overall program; discusses specifics related to the Resolution No. 3434 Attachments, highlighting changes made from the draft recommendations in November; and outlines important next steps related to the program.

### Program of Projects: Summary

The proposed final program of projects represents the next generation of major regional transit expansions since the adoption of Resolution No. 1876—the Bay Area’s Regional Rail Agreement of 1988. Like Resolution No. 1876, Resolution No. 3434 is dominated by funding commitments from state, regional and local sources. This program has a broader reach, however, encompassing nine new rail extensions, a comprehensive regional express bus program, and eight enhancement programs to existing rail and bus services. Taken collectively, the recommended program of projects is distinguished by the following factors:

#### Financial Characteristics

- Total capital cost: \$10.5 billion (2001 \$)
- Percent representing fully funded projects: 84%
- Federal/non-federal shares of fully funded program: 21% :79%
- Percent overall identified funding from local and regional sources: 60%
- Committed/advocacy-based shares of identified funding: 80%: 20%

### Service Characteristics

- 140 new route miles of rail
- 600 new route miles of express bus
- 58% average increase in service levels for existing corridors
- 38.6 million new riders per year (estimated for fully funded projects)
- Average cost effectiveness of \$20.35 per new rider (estimated for fully funded projects)

Several other observations are worth noting. The program of projects closes some key gaps in the transit network, most notably extending BART from its existing southern terminus at Fremont south to Santa Clara county to connect with the Valley Transportation Authority light rail system and the Caltrain system. The Dumbarton rail project would provide a new southern transbay rail link, while the BART Oakland Airport connector provides a key rail to air connection with the second busiest airport in the Bay Area. New rail service is proposed in several other sections of the region with the Sonoma-Marín rail project, and the BART/rail connections in the Eastern Contra Costa and Tri-Valley corridors. And the Transbay Terminal/Caltrain Downtown Extension project in San Francisco significantly enhances the densest confluence of transit connections in the Bay Area.

As indicated above, increased service levels in existing transit corridors are a hallmark of this plan, illustrating the region's commitment to build on its strong foundations in addition to new service extensions. The Caltrain Express Phase 1 project is expected to increase the number of trains in the corridor by 50% (80 to 120 trains per day); implementation of Phase 2 would increase service levels by another 42% (120 to 170 trains). The Capitol Corridor Expansion: Phase 1 would increase daily trains by 60% (10 to 16 trains); Phase 2 will make ancillary improvements to increase overall service reliability and efficiency. The recommended Altamont Commuter Express service increase would double the number of trains from 4 to 8 per day. Frequency improvements in the AC Transit recommended Enhanced Bus corridors would improve 33-50%.

Much comment has been directed at concerns that the regional transit expansion program should contribute to improved transit oriented land uses, and serve transit dependent populations as well as individuals with auto options. Using a recent study by Professors Onesimo and Landis at the University of California, Berkeley, we estimate that 12.2 square miles of vacant land exists within two miles of the 100 station sites in the overall program. The study suggests that an additional 43.5 square miles could be "re-cyclable" for other purposes. While any land development would need to be closely coordinated with the relevant city and county general plans, these findings indicate a significant opportunity for transit-oriented development related to the implementation of these projects.

With respect to access for transit dependent persons, the proposed network of rail and bus lines would provide either new or enhanced service to areas where there are a high concentration of CalWORKs clients, based on MTC's evaluation of Lifeline Transit needs. In particular, AC Transit's Enhanced Bus project serves a densely populated corridor in the East Bay with a high percentage of low-income and minority persons, as does Muni's Central Subway extension.

### Final Program: Key Changes

The most significant change incorporated since the November 9th draft is the removal of the "Track 1" and "Blueprint" distinctions for purposes of the overall program of projects. Although the requirement still remains that only fully funded projects can be included in the Regional Transportation Program (RTP) under federal law, Resolution No. 3434 confers a separate Commission endorsement regarding long range policy and financial commitments to its projects. That is, the financial commitments of regional discretionary funds outlined in Attachment C-Funding Strategy are equally firm, whether the project is fully or partially funded. As projects secure full resource commitments, they can advance into the RTP.

Other key changes are indicated below:

Attachment A: The summary table has been augmented with definitions of the quantitative measures used to assign indicated rankings. Supporting calculated values for all projects are available from MTC staff. These numbers may be updated as related project studies are completed and refined information is made available. At the November 9<sup>th</sup> meeting of the Planning and Operations Committee, staff indicated that not all project sponsors had been able to provide the detailed data necessary to permit a complete evaluation of their financial capacity to operate and maintain the extension over the short and long term, based on one of the criteria in Resolution No. 3357. General Managers of agencies sponsoring projects with identified shortfalls were asked to submit further information in writing detailing the actions they would consider to close any anticipated shortfalls, and a timeline for doing so. Based on letters received to date, we have confirmed that the projects slated for inclusion in the 2001 RTP meet this criterion.

Attachment B: The table and accompanying maps list the entire list of projects; fully funded projects are indicated as eligible for inclusion in the 2001 RTP.

Attachment C: The program of projects has updated cost information and revenue assignments for the Downtown East Valley, BART/East Contra Costa Rail and BART/Tri-Valley Rail, and Capitol Corridor Phase 2 projects. The Caltrain Express Phase 2 project has been added, given recent assurances of local funding commitments to a defined phase.

Attachment D: Terms and Conditions have been further refined, the most important of which are to:

- Add new language clarifying the on-going determinations needed to ensure adherence to the Commission's criterion under Resolution No. 3357 for financial operating and maintenance capacity; and the determination that new transit expansions not adversely affect core bus services.
- Add a condition requiring bicycle and pedestrian access planning at station sites for projects supported by Resolution No. 3434 investments.
- Add new language related to the BART-Warm Springs to San Jose extension segment to incorporate key elements of the BART-VTA negotiated agreement, including the potential "lien" on VTA's TDA revenue to pay operating expenses of the BART extension.
- Further stipulate funding priorities for projected AB 1171 funds, made available by the extension of the \$1 seismic surcharge on the state-owned toll bridges.
- Make funding committed to the BART/East Contra Costa Rail and BART/Tri-Valley Rail projects eligible for access improvements to existing BART stations in the respective corridors.

#### Continuing Work

Should the Commission approve this program, it will become the basis for significant advocacy efforts in both Washington and Sacramento. As reauthorization of TEA-21 approaches, the region must position its recommended candidates to compete well for federal 5309 New Starts and Bus Discretionary programs, and advocate for overall program funding that will support them. In Sacramento, the placement of Proposition 42 on the March 2002 ballot creates particular urgency to advocate for Regional Transit Expansion Projects with current shortfalls, as examples of critical new investments that could benefit from the proposition's passage. On a longer time frame, new county sales tax measures and renewals of existing taxes present other local opportunities to secure funding needed to deliver the entire program as envisioned in Resolution No. 3434.

Finally, it is important to recognize that several on-going studies may soon provide updated information that will further refine the scope for some of the recommended expansion projects. The Resolution explicitly makes provisions to amend the program, as new information warrants.

Recommendation

Staff recommends that the Planning and Operations Committee approve Resolution No. 3434, and forward it to the Commission for adoption.

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Steve Heminger